Flight

Intermediate Jet AN-05S

Mission

Enhance proficiency in the Instrument environment

AN-05S

ORM

- **Operational Requirements / Limitations**
  - **Crew Rest / Crew Day / Work Week**
  - **Warm Up Eligibility**
  - **Previous Flight Incomplete? Determine Graded Items.**
- **Human Factors**
  - **Life Stressors / External Factors / Personal Problems**
  - **Medical Status (Rest / Nourishment / Hydration)**

TTO

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- **Who will call a TTO?**
- **What situations will the TTO be called?**
  - **Safety**
  - **Confusion / Misunderstanding**
- **IP Responsibilities**
  - **Recognize need for TTO**
  - **Explanation / Instruction as necessary**
  - **Documentation on ATF**
- **When and how will training resume?**

Conduct

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- **QOD**
  - NATOPS
  - EP
  - SOP
- **Brief Items**
  - Multi-function display failure (T-45C only)
  - Slow loss of hydraulic pressure (HYD 1)

Route of Flight

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- **Prepare a cross country DD-175 7Jet Log from NAS Pensacola, FL (NPA) to Louis Armstrong New Orleans International, LA (MSY) using the Slidd Two Arrival. Choose an alternate airfield based on attached DD-175-1 & NOTAM information.**

CNATRAINST 1542.159

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Brief:

a. QOD

b. Multi-function display failure (T-45C only)

c. Slow loss of hydraulic pressure (HYD 1)

Practice:

a. Complete DD 175 with single-engine jet log

b. ATC clearance

c. Instrument communications

d. SID

e. Lost communications

f. STAR

g. Point-to-point

h. TACAN/VOR DME holding

i. TACAN/VOR DME approach

j. Missed approach

k. ILS/PAR approach

STANDARD DEBRIEFING FORMAT

AN-05S

- The Flight Lead or Pilot-in-Command is responsible for ensuring all flight or crewmembers are thoroughly debriefed on the conduct of the mission utilizing the “S-P-B-E-MS-LL” format outlined below. (Refer to the CTW-1/CTW-2 Expanding Debriefing Guide for specific objectives).

I. Safety
II. Planning
III. Brief
IV. Execution
V. Mission Success
VI. Lessons Learned